E/CAR/CATG/8 — WP/03Rev
15/10/24

Eighth Eastern Caribbean Civil Aviation Technical Group (E/CAR/CATG/8) Meeting
Miami, United States, 22 to 24 October 2024

Agenda Item 4:   **Update of the E/CAR/CATG Work Programme and Activities**
      4.1   Review and Identification of E/CAR/CATG main priorities and focus areas

E/CAR/CATG MAIN PRIORITIES AND FOCUS AREAS

(Presented by the ECCAA)

EXECUTIVE SUMMARY
This Working Paper provides information on the work of the ECCAA ANS Section as it continues to implement oversight activities, using as a reference the results of annual inspection conducted between 2022 – 2024, as well as the deficiencies documented GREPECAS Air Navigation Deficiencies Database (GANDD). The objective is to highlight the priorities for improving the Air Navigation Services in the ECCAA participating States.

| **Action:**	Suggested Actions are included in Section 5
Strategic Objectives:	• Safety • Air Navigation Capacity and Efficiency
References:	• Convention on International Civil Aviation (Chicago Convention) • ECCAA ANS Regulations • ICAO Annexes 1, 2, 3, 4, 10, 11, 12, 15, 19 • ECCAA ANS Inspection Protocol Questions (PQs) • USOAP CMA Protocol Questions • GREPECAS Conclusions and Decisions

1.   Introduction

1.1   The ECCAA Air Navigation Services (ANS) Section provides oversight of the Air Navigation Services within the ECCAA Participating States. In fulfilling this responsibility, the Section operates in accordance with the provisions outlined in the ECCAA Agreement Act. Specifically, to:

➢   Regulate civil aviation safety in the Participating States
➢   Establish and maintain a regulatory environment that promotes safety and efficiency in the civil aviation industry of the Participating States.
➢   Issue civil aviation documents in accordance with the Act
➢   Promote and provide training and other services and programmes for the progressive development of civil aviation in Participating States

> ➢ Provide technical and specialized civil aviation services to Participating States, including telecommunications, for the purpose of advancing civil aviation in the Eastern Caribbean.
> ➢ Develop harmonized civil aviation regulations in accordance with the Standards and Recommended Practices adopted by ICAO.

1.2   As signatories to the Chicago Convention, compliance with the requirements of the ECCAA ANS regulations, is a responsibility of States.

1.3   The Air Navigation Services System, as shown in Figure 1, comprises seven operational areas. Consequently, a State's fulfilment of these responsibilities typically involves multiple entities, each with clearly defined roles. Notwithstanding, these entities are inextricably linked to ensure the comprehensive provision of the service.
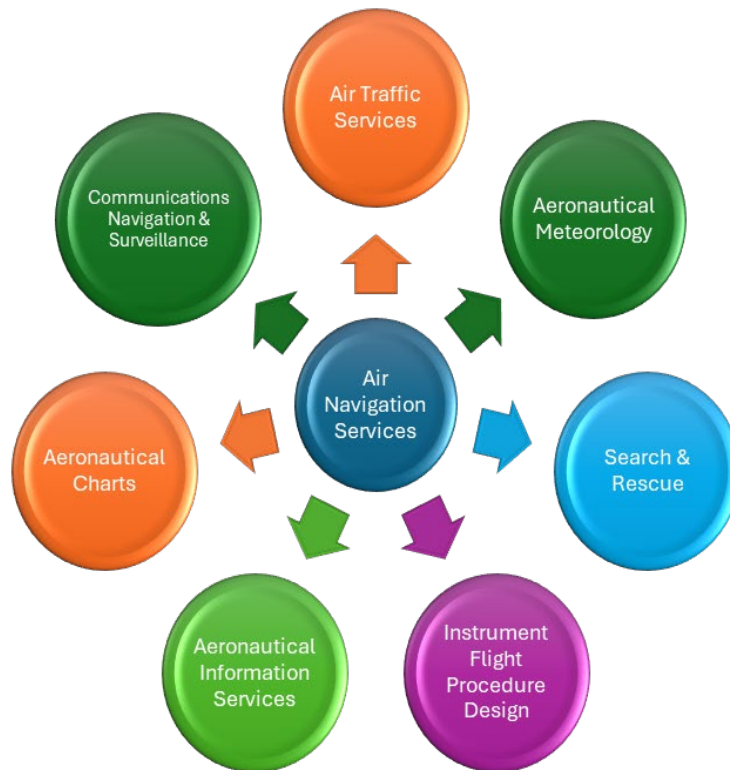
2.   Background

2.1   From 2022 to present, the ECCAA has observed consistent improvements by all ANSPs to comply with the Civil Aviation Regulations. This is evident by the results of the ICAO ICVM that was conducted in November 2023 which showed a significant increase in the Effective Implementation Score (IE) of the ECCAA.

Figure 2. Effective Implementation by Area
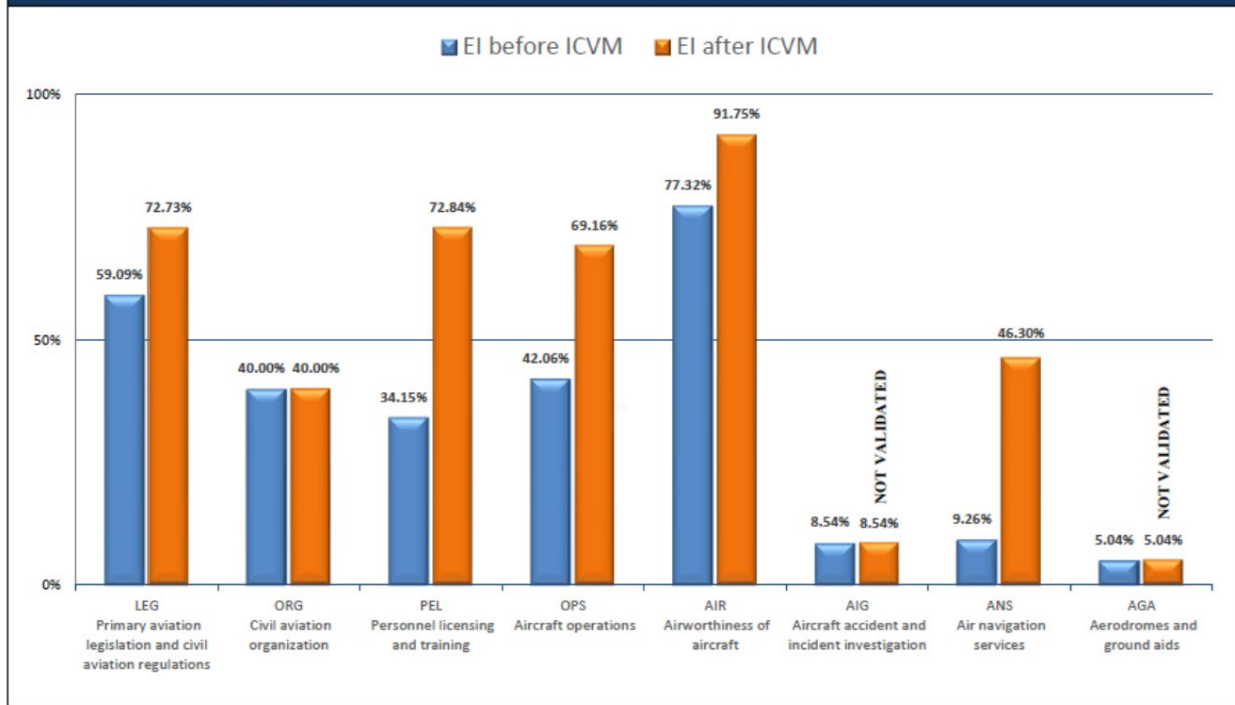
AREA	2019	2023	% INCREASE
ORG	40%	40%	00.00%
LEG	59.09%	72.73%	23.08%
PEL	34.15%	72.84%	113.29%
OPS	42.06%	69.16%	64.43%
AIR	77.32%	91.75%	18.66%
ANS	9.26%	46.30%	400.00%

3.   Discussion

3.1   A comprehensive review of the audit results reveals that all States continue to face challenges in being compliant with some Protocol Questions. For example:

  i.   Mastering a methodology for accurately determining airspace capacity and/or staffing needs, to comply with Fatigue Risk Management Regulation.

  ii.   Given the cost of training, identifying cost-effective ways to achieve training in areas like QMS, Introductory and Advanced SAR Training and IFPD training.

  iii.   Identifying which modern technologies would improve aviation safety in the region.

  iv   In the review of the GANDD it is recognized that many of the challenges faced by the ECCAA States presently are similar to the challenges faced by other States ANSPs as they progressively developed their Air Navigation Systems over the years.

3.2　　　　It is in this context that the ECCAA ANS Section has reviewed the various challenges to determine a list of priority areas that can be addressed at the State level or through specific projects.

ANS Speciality	Topics to be addressed
ATS / PEL	➢ Absence of functional Quality Assurance Programs for ATS ➢ Lack of a comprehensive Training Programs ➢ Incorrect Airspace classification for the services provided ➢ Inability to assess and declare ATC Capacity
AIM	➢ Lack of progress in establishing AIS as an independent unit ➢ Slow transition from AIS to AIM (i.e., Lack of implementation of Phase 1) ➢ Failure to continually assess the competency of the staff ➢ Absence of Letters of Agreements (LOAs) with Piarco AIM and other ANSPs ➢ Failure to conduct AIS / AIM Refresher Training
MET	➢ Failure to establish and implement a QMS ➢ Failure to continually assess the competency of the staff ➢ Absence of Letters of Agreements (LOAs) with other ANSPs
CNS	➢ Absence of Letters of Agreements (LOAs) with ATC ➢ Slow / No implementation of new surveillance technology ➢ Slow transition from ground-based navigation to extraterritorial navigation
PANSOPS	➢ Lack of trained personnel for IFPD
CARTOGRAPHY	➢ Failure to establish and implement a QMS ➢ Failure to conduct AIS / AIM Refresher Training
SAR	➢ Limited functional ARSCs ➢ Lack of Introductory & Advanced Aeronautical SAR Training ➢ Lack of SAR Mission Commander (SMC) Training for the RSC ➢ Absence of SAR Agreements with the RCC, other RCSs and SRUs
GENERAL	➢ Failure to develop / complete ANSP MANOPS for all areas ➢ Inadequate Staffing for many of the ANSPs

4.　　　　Conclusion

4.1　　　　The ECCAA ANS Section has made significant strides in improving the effectiveness and efficiency of air navigation services within the participating States as evidenced by the results from inspections conducted between 2022 and 2024 and the ICVM conducted in 2023. While improvements in compliance with Civil Aviation Regulations have been observed, critical areas such as airspace capacity determination, cost-effective training, adequate staffing and the adoption of modern technologies reflect challenges which require further attention.

4.2　　　　Prioritizing these areas, along with enhanced regional cooperation and capacity-building initiatives, will be essential for sustaining and advancing the safety and efficiency of air navigation services in the ECCAA region. The continued efforts of all States, supported by targeted regional projects, are crucial for addressing these challenges and achieving ICAO's strategic objectives for safety and air navigation capacity.

4.3　　　　By collaborating with regional and international partners, ECCAA can strengthen its oversight capabilities, enhance operational performance and ensure that air navigation services continue to meet the highest standards in the evolving aviation landscape.

5. **Suggested Actions**

5.1 The Meeting is invited to:

a) Take note of the information in this working paper.
b) Request support from the NACC/WG for the development of regional projects to address the challenges highlighted.
c) Suggest any other actions deemed necessary.

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